

Fiscal Estimate - 2009 Session

☒ Original
 ☐ Updated
 ☐ Corrected
 ☐ Supplemental

LRB Number 09-4044/1	Introduction Number SB-465
Description The safe-ride grant program administered by the Department of Transportation	
Fiscal Effect State: <div style="display: flex; flex-wrap: wrap;"> <div style="width: 33%;"> <input type="checkbox"/> No State Fiscal Effect <input checked="" type="checkbox"/> Indeterminate <input type="checkbox"/> Increase Existing Appropriations <input type="checkbox"/> Decrease Existing Appropriations <input type="checkbox"/> Create New Appropriations </div> <div style="width: 33%;"> <input type="checkbox"/> Increase Existing Revenues <input type="checkbox"/> Decrease Existing Revenues </div> <div style="width: 33%;"> <input type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Decrease Costs </div> </div> Local: <div style="display: flex; flex-wrap: wrap;"> <div style="width: 33%;"> <input type="checkbox"/> No Local Government Costs <input checked="" type="checkbox"/> Indeterminate 1. <input type="checkbox"/> Increase Costs 3. <input type="checkbox"/> Increase Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory 2. <input type="checkbox"/> Decrease Costs 4. <input type="checkbox"/> Decrease Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory </div> <div style="width: 33%;"> 5. Types of Local Government Units Affected <input type="checkbox"/> Towns <input type="checkbox"/> Village <input type="checkbox"/> Cities <input type="checkbox"/> Counties <input type="checkbox"/> Others <input type="checkbox"/> School Districts <input type="checkbox"/> WTCS Districts </div> </div>	
<div style="display: flex; justify-content: space-between;"> <div> Fund Sources Affected <input type="checkbox"/> GPR <input type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input type="checkbox"/> SEG <input checked="" type="checkbox"/> SEGS 395(5)(ek) </div> <div> Affected Ch. 20 Appropriations </div> </div>	
Agency/Prepared By DOT/ Dennis Hughes (608) 267-9075	<div style="display: flex;"> <div style="flex: 1;"> Authorized Signature Julie Johnson (608) 267-3703 </div> <div style="flex: 0.2; text-align: center;"> Date 2/10/2010 </div> </div>

Fiscal Estimate Narratives

DOT 2/10/2010

LRB Number	09-4044/1	Introduction Number	SB-465	Estimate Type	Original
Description					
The safe-ride grant program administered by the Department of Transportation					

Assumptions Used in Arriving at Fiscal Estimate

This bill would increase (from 50% to 80%) the maximum State share of costs incurred to transport persons suspected of being too intoxicated to legally drive from a bar or other retail-licensed premises to a residence, under local safe-ride programs funded via the Safe Ride (SR) grant program administered by the Department of Transportation.

The bill would have no effect on the total amount of revenue generated annually for the SR grant program, which comes via a dedicated portion of the \$365 Driver Improvement Surcharge assessed on all persons convicted of an impaired driving offense.

[NOTE: 2007 Wisconsin Act 111 increased the dedication portion of the Driver Improvement Surcharge for the SR appropriation from \$5 per conviction to about \$14 per conviction.]

The bill would only increase the maximum State share of costs, with a reciprocal decrease the maximum non-State share.

To the extent the new cost-share split would induce greater participation in SR-funded programs, there would be an indeterminate net increase in State costs for local SR grant-funded activities, but these costs are already fully-funded, limited only by the maximum available funds in the SR appropriation (i.e. new revenue, plus unexpended carryover from prior years).

And, to the extent the new cost-share split would induce greater participation in SR grant-funded programs, there would an indeterminate net decrease or, possibly a net increase, in non-State costs for local SR grant-funded activities. [NOTE: Since the SR grant program started in 1999, it is believed 100% of the non-State cost share has been borne by a variety of non-governmental sources, including private donations, user fees, and fund-raisers.]

Long-Range Fiscal Implications

Indeterminate

Fiscal Estimate Worksheet - 2009 Session

Detailed Estimate of Annual Fiscal Effect

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LRB Number 09-4044/1		Introduction Number SB-465	
Description The safe-ride grant program administered by the Department of Transportation			
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect): Indeterminate			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes	\$	\$	
(FTE Position Changes)			
State Operations - Other Costs			
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category	\$	\$	
B. State Costs by Source of Funds			
GPR			
FED			
PRO/PRS			
SEG/SEG-S (395(5)(ek))			
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)			
	Increased Rev	Decreased Rev	
GPR Taxes	\$	\$	
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S			
TOTAL State Revenues	\$	\$	
NET ANNUALIZED FISCAL IMPACT			
	State	Local	
NET CHANGE IN COSTS	\$	\$	
NET CHANGE IN REVENUE	\$	\$	
Agency/Prepared By		Authorized Signature	Date
DOT/ Dennis Hughes (608) 267-9075		Julie Johnson (608) 267-3703	2/10/2010